

Insurances.

At the request of the Underwriters, Messrs. DRAKE, LIVETON & CO. have taken temporary charge of the following INSURANCE COMPANIES:

PHENIX INSURANCE COMPANY.

LIVERPOOL, LONDON, AND GLOBE INSURANCE COMPANY.

LONDON AND PROVINCIAL MARINE INSURANCE COMPANY.

UNIVERSAL MARINE INSURANCE COMPANY, LIMITED.

SMITH, KENNEDY & CO., Agents.

1555 Hongkong, 3rd July, 1868.

NOTICE.

The Underwriters have appointed Agents at Hongkong, Canton, and Macao, for the UNION OF HAMBURG UNDERWRITERS, and for the Underwriters of the Alpine Sonder Versicherungs-Bedingungen von 1857, according to which all documents to substantiate claims against the Underwriters, will be forwarded by the Agents, or they will not be recognized.

Agents & Co.

8m 1123 Hongkong, 10th June, 1868.

Business Announcements.

HONGKONG DISPENSARY

A. S. WATSON & CO.

have been appointed Sole Agents

for the Sale of

NAIDORF'S TABLETS.

FOR DESTROYING FLEAS IN DOGS.

N.B.—A small overland shipment, just

arrived, and will be sent to you by

12277, Victoria Street, S. W. 1, 13th

NE JOHN THOMAS & CO.

DISPENSING & ANALYTICAL

CHEMISTS.

SODA WATER MANUFACTURERS.

Slips medicine sheets supplied and refilled.

INTERNATIONAL DISPENSARY,

23, Wellington Street, Hongkong.

If 862, Hongkong, 11th May, 1868.

P. R. C. L. Y. H. B. A. T.

THOMAS & CO. have a steamer for

Friedly Heat and Mosquito Bites, guaranteed to give instantaneous relief. Price \$1.

It is to be had only at the INTERNATIONAL DIS-

PENSARY, 23, Wellington Street.

JOHN THOMSON & CO.

11 187 Hongkong, 11th May, 1868.

NEWS AGENCY.

J. B. MORRIS, New Agent, Hongkong, is being now prepared to receive for any news or information published in Europe, and in the United States of America, at prices as low as those charged by any Home Agency.

He will receive all news from the Public, and resells those who may favor him with their Orders that the same shall be forwarded to the public.

The latest copies of the best English and American Newspapers received by every mail steamer, also the latest copies of the *Advertiser* and *Journal of Commerce*, and *Journal of American Commerce*, and *Subscription lists*, with prices, &c.

Apply to J. B. MORRIS,

Care of Messrs. DOWD & CO.,

Hongkong, 17th May, 1868.

NOTICE.

RENTS AND ACCOUNTS COLLECTED

with despatch, and

RESTRAINT WARRANTS FOR RENT

issued and executed.

Successors to the

THOR. W. BARRINGTON,

33 Wellington Street,

44 238 Hongkong, 18th June, 1868.

W. H. H.

THE KEE KEE COAL TRADE.

The Kee Kee Co. have been requested to inform the Public that their Shop had been established since 1855, at *Edicott's Lane*, and is now in full operation.

COAL in stores for Sale, Gentlemen or Ship-

masters wishing to patronise him, are request-

ed to apply to his Shop.

17th Hongkong, 27th February, 1868.

H.

Play & Bill

Consignee

Destination

Receiving Vessels & Hulls.

London

DOCKS.

HONGKONG AND WHAMPoa DOCK COMPANY, LIMITED.

CAPITAL, \$750,000.
IN 1,500 SHARES OF \$500 EACH.

THE COMPANY'S DOCKS, at ABERDEEN, HONGKONG, and WHAMPoa are in full working order, and the attention of Shipowners, and Agents respectfully solicited to the admittance which those establishments offer for the Docking of their vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCKS.

It is very difficult to understand why Hongkong and its Government has been cut off, or it was, from the rest of China, and from participation in Anglo-Chinese politics. There is no blue-book to show why the change was effected, or by whom. We only know the result, and that is that the GOVERNOR of Hongkong is entirely excluded from all knowledge of and share in the conduct of our international relations with China, and this community is as entirely ignorant of its commercial interests as at stake as if Hongkong were in the depths of Hollandland or St. Helena.

This island is the point of support of the British position in China, and the pivot of their power. It is the first fruits and the last refuge to the Chinese, and to the world of commerce, in the sea of China, and is the only foreign possession which has been added to the British Empire.

The above are the largest Docks in China, and are fitted with every apparatus for the safe and rapid discharge of their cargo. Prompt and safe delivery is the watchword of our safety and success in work.

DOCK A.

Built of GRANITE. Length, 491 feet. Breadth, 69 feet. Depth of water at Spring Tides, 16 ft. 17 in. Do. New Tides, 13 ft. 15 in. This can be used either as one or two Docks.

DOCK B.

Built of GRANITE. Length, 339 feet. Breadth, 69 feet. Depth of water at Spring Tides, 14 ft. 10 in. Do. New Tides, 11 ft. 10 in.

WHAMPoa DOCKS.

DOCK C.

Built of GRANITE. Length, 366 feet.

Depth of water at Spring Tides, 15 ft. 6 in. Do. New Tides, 13 ft. 15 in.

Fitted with Camissons and Steam Pumps.

DOCK D.

Length, 161 feet. Depth of water at Spring Tides, 26 ft. 6 in. Do. New Tides, 20 ft. 9 in.

DOCK E.

Length, 120 feet. Depth of water at Spring Tides, 11 ft. 8 in. Do. New Tides, 8 ft. 6 in.

D. and E. are flood docks for small

vechicles, at very WORKSHOPS.

The Workshops on the Premises, both at Aberdeen and Whampoa, possess every apparatus for the repair of ships' and steam machinery. The Engineers' Shop are supplied with Lathes, Planing, Scrubbing, Gouging, Filing, and other tools, and are equipped for carrying on the largest scale and driven by Steam. The Shipwrights' and Blacksmiths' Shops are supplied with every apparatus for carrying on the work of the shipwrights, and are in full working order.

The Company's Engineers' Department, is entirely carried under the Superintendence of Europeans.

POWERFUL LATHES, SHEARS, and in a Jumbo, are to be had in 24 feet long, and take off cutters, maces, &c.

BOILERMAKERS' DEPARTMENT.

The Company's Engineers' Department, is prepared to tender for supplying our Boilers to Steam ships, for constructing which they have great facilities.

IRON and BRASS FOUNDRY, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply all kinds of Stores, including Paints, Ship's Stores, and other Paint, Coatings, &c.

STEAM TUG.

The Company's powerful Steam Tug, THE FROST, is now in full working order, and ready to tow small vessels from Hongkong to the Dock where they will be safe, and will take them back to their port of departure.

THE FROST will require the immediate attention of the Directors of the Company.

At 2200 Hongkong, 16th October, 1865.

PORT OF AMoy.

SHIPIOH, HABOON, and COM-
MANDERS are informed that the Dock Company's ESTABLISHMENT is now almost complete, and that the English and Chinese Vessels, Cleaning and Painting Iron Ships, and Repairs, &c.

STEAM GRANITE DOCK.

The largest GRANITE DOCK is 307 feet in length, fitted with a Caisson gate, and with a central bridge, 40 feet wide, and a drawbridge, 12 feet wide, all situated on piles. At average spring tides it can receive vessels drawing 10 to 17 feet, and during the Autumn and Winter, when the water is lower, 12 to 16 feet. The smaller DOCKS, also built of Granite, can receive vessels drawing 12 to 16 feet.

The DOCKS comprise a large hall, and two smaller GRANITE and BOAT WORKSHOPS, with Lathes and other Tools driven by steam.

AN IRON FOUNDRY.

For casting up to 5 tons weight, and a BRASS FOUNDRY.

The different departments are superintended by experienced Europeans, viz.—ENGINEER, BOILERMAKER, &c.

The Company keep on hand Copper and Metal Sheetings, Spars, Timber, Paints, Iron Vessels, and all material for Docking and repairing Vessels, and Boat work, and other Stores.

ENGINEERS' WORKSHOP.

With Lathes and other Tools driven by steam.

THE FROST.

THE FROST is a powerful steam tug, built for the Company's own account, and is now ready to go to work.

THE FROST will require the immediate attention of the Directors of the Company.

At 2200 Hongkong, 16th October, 1865.

NOTICE.

THE Company's Agents of vessels discharging at this port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their Wharves at New Amoy.

With the assistance of steam engines, a general wharf can be built in 100 days, or in one month, or in one month and a half, according to the nature of the work.

These are large, dry, and very commodious wharves, and the cost of building each vessel will be far less than discharging.

The trouble and disputes, and pilfering of vessels, will be greatly reduced.

Cartage of cargo to the wharves within easy reach of the port, will be reduced to the lightest from the roads, and the cost of discharging the vessel is less.

There is always a large stock of the best Paints, Varnishes, &c., and the cost of vessels will be supplied to steamers at the lowest market price, and vessels going alongside to load in or discharge.

Vessels discharging cargo pay a wharfage of 20 cents per ton—a trifling charge, as the insurance premium is reckoned to be only one-half.

Arrangements have been made by the Company's Agents of vessels discharging at this port to the great advantage to be gained in point of convenience, despatch, and economy, by making use of their Wharves at New Amoy.

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NOTICE.

THE BOEROEO COMPANY, LIMITED.

Singapore, 16th April, 1865.

PHOTOGRAPHIC VIEWS OF HONGKONG &c. &c.

M. ELLIS, GLOD & CO. are now publishing

A series of Views of Hongkong, Macao, Canton, Amoy, Swatow, and Foochow, in two volumes, and a series of Views of the Optical Instruments by the best Opticians of the day, and include an angle of 100 degrees, or three times the size of the best.

These are in the best of taste, and the expense of a little paper.

It is of a little paper.

